

COLLISION CAUSED LOSS OF 25 LIVES

AN EXPRESS AND A FREIGHT
CRASHED TOGETHER.

ON BOSTON & MAINE ROAD

A Mistake in a Train Dispatcher's Orders Resulted in a Frightful Disaster Near Canaan Station, Vt.—Dozens Injured.

White River Junction, Vt., Sept. 16.—A fearful head-on collision between the southbound Quebec express and a northbound freight train on the Concord division of the Boston & Maine railroad, caused four miles north of Canaan station early Sunday, due to a mistake in a train dispatcher's orders, and from a demolished passenger coach there were taken out 25 dead and dying and 26 other passengers, most of them seriously hurt. Nearly all of those who were in the death car were returning from a fair at Sherbrooke, Quebec, 160 miles north.

The conductor of the freight train was given to understand that he had plenty of time to reach a siding by the night operator at Canaan station, receiving, according to the superintendent of the division, a copy of a telegraph order from the train dispatcher at Concord which confused the train numbers 30 and 34.

The wreck occurred just after the express had rounded into a straight stretch of track, but owing to the early morning mist neither engineer saw the other's headlight until it was too late.

The southbound train was made up at Sherbrooke Saturday evening, where it picked up two sleepers from Quebec and two more on the way down. It consisted of the baggage car, passenger coach and smoking car in that order, with the sleepers in the rear. The train left White River Junction at 3:30 a. m., 40 minutes late, and was followed 20 minutes later by the Montreal express over the Central Vermont railroad.

The Quebec train is known as No. 30 and the Montreal train as No. 34. In the meantime a northbound freight train known as No. 267 had arrived at Canaan, 18 miles down the road, at 4:10 a. m., on time. According to the district superintendent, W. R. Ray, J. R. Crowley, the night train dispatcher at Concord, sent a dispatch to John Greeley, the night operator at Canaan, that No. 34 was one hour and ten minutes late. The order which Conductor Lawrence, of the freight train, showed, said that the freight train was to be held at Canaan until No. 34 was an hour and ten minutes late.

Conductor Lawrence, believing that he had sufficient time in the hour and ten minutes to reach the siding track at West Canaan, four miles beyond, before No. 34 reached it, ordered the train ahead. The superintendent declared that the accident was due to the mistake in placing a cipher after the three in the number of the train, instead of four.

The morning was dull and misty in the New Hampshire mountains and the long freight train with a score of heavily loaded cars lumbered up the long grade toward West Canaan at the usual speed. On the other side of the curve was the Quebec express, sliding down the single track with her load of passengers. The four engines of the freight train were in the rear. The freight train was on a straight piece of track about a mile in length, and the Quebec express had rounded a curve into this stretch when the two engineers saw the headlights of the opposite train burst out of the fog. Both engineers set their brakes and jumped while the two locomotives crashed into each other and, locked in a firm embrace, rolled into the ditch.

The baggage car in the rear was hurled back into the passenger coach like a great ram, and tore it asunder from end to end. As it did so the rear end of the car rose up so that when it stopped at the forward end of the smoker, which was behind the passenger coach, it was well inclined. Only a few windows were broken in the smoking car and none of the Pullmans was damaged.

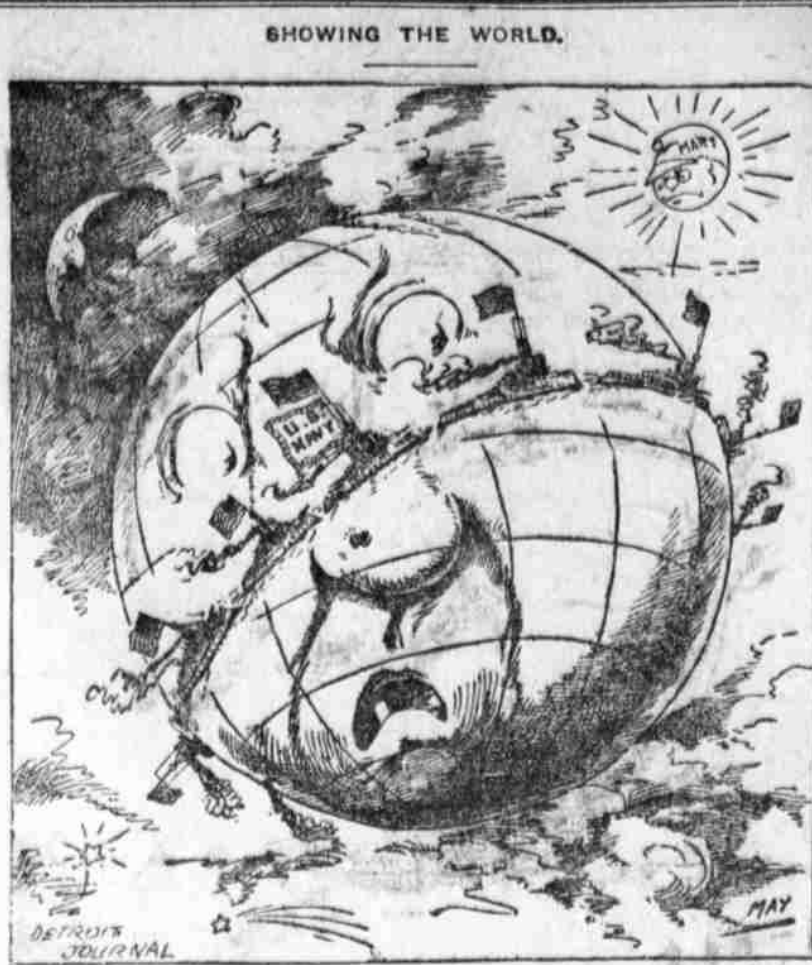
The ill-fated passenger coach was crowded with more than 50 people. Shortly before the accident a few of the men had gone back into the smoking car in the rear, leaving the women to get a little sleep. One of those who escaped said that as the train was rounding the curve some one in the front of the car began to sing, so that nearly every one was awake when the crash came. Those who were in the other cars recovered their dazed senses, jumped out to the side of the track and hurried to the demolished passenger coach where trunks, crabs and articles were reaching the air.

Fortunately with the engines off to one side, the wreckage did not take fire and add further horror to the already dreadful scene. The train hands, ably seconded by the passengers from the sleeping cars, groped their way among the ruins and began the work of rescue.

The accident was not without its heroes and one of these was Frank Ryan, a brakeman on the express. Ryan was caught in the wreck and had an artery severed. He was unconscious for nearly 15 minutes and when he regained his senses his first thought was of the Montreal express, which he knew was thundering down on the wreck with no brakeman in the rear to wave a warning signal. Ryan told of the approaching danger and the Montreal was stopped only a quarter of a mile from the rear of the wrecked train.

An International Balloon Race.

Metacala, Sept. 15.—One hundred thousand persons on Sunday witnessed the start of a great international balloon race, organized by the Belgian Aeronautic club. Thirty-four balloons, adorned, a record number and soon passed out of sight. The contestants comprise 11 Belgians, ten Frenchmen, eight Germans, two Englishmen, one Brazilian, one Swiss and one Italian.



TELEGRAPHIC BREVITIES.

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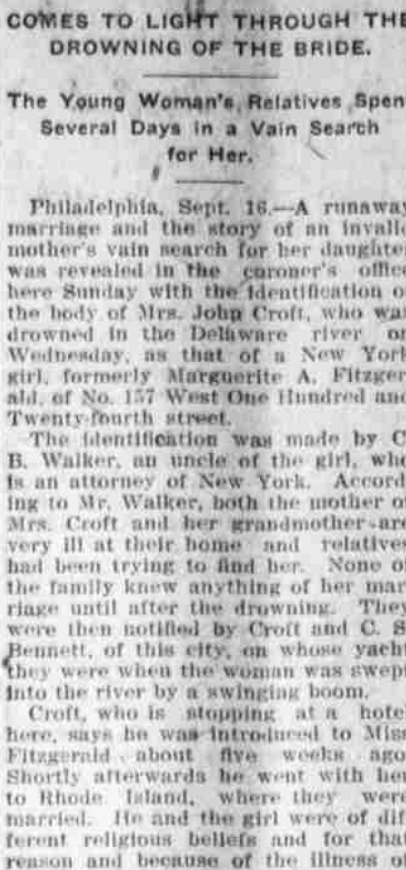
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A Famous Chef

In a great metropolitan hotel noted for its fine desserts, says, "I am a liberal user of the genuine Kingsford's Oswego Corn Starch in making most of our delicate French pastries, muffins, and other dainty foods so much praised."

Every attribute to fine cooking may be yours if you but learn the magic benefits to be derived from the genuine

KINGSFORD'S OSWEGO CORN STARCH

Learn these secrets from two of America's most competent cooks by getting our free book of

Original Recipes and Cooking Helps.

Contains much information new to the average housewife.

The genuine Kingsford's Oswego Corn Starch has been the standard of quality for over half a century—distinct for its purity, most nutritious, purest. Made for over fifty years at Oswego, N. Y. All grocers, in pound packages, at 10c.

T. KINGSFORD & SON, Oswego, N. Y.
NATIONAL STARCH COMPANY, Successors.

FRENCH PEOPLE ARE AROUSED BY CRIMES

Escape of the Assailant of a Little Girl From the Guillotine Has Greatly Incensed the Women of Paris and Orderly Demonstrations are Made.

Paris, Sept. 16.—The increasing indignation of the masses against the escape from the guillotine of the assassin, known as the "monstrous violator and murderer," whose sentence to death for the atrocious murder of a 12-year-old girl was commuted last week by President Fallieres to life imprisonment, was expressed Sunday in a series of the most ardent public manifestations that have occurred in France for a long time.

The demonstration, despite the fact that several arrests were made, was almost entirely an orderly one. Many women participated. It was organized, not so much against the assassin, but to express the voice of the people gathered the wave of unspeakable crimes committed on little girls, which lately has increased to an alarming degree and which, it is feared, the commutation of the sentence of Solleilant will only stimulate.

Several thousand persons were engaged in demonstrations at various points of the city, and especially large was the crowd in the place St. Ambroise, near which lived little Martha Eberding, the victim of Solleilant. The range of the women of this district has been great since President Fallieres showed clemency to Solleilant. They assembled with their husbands and others of their sympathizers and were augmented in numbers by crowds of curious persons. Their orderly cries for justice were quickly changed to cries of "Death to Solleilant" and "Down with Fallieres," as the procession, led by a

woman who carried a little girl on her shoulders with the purpose of indicating the object of the manifestation, moved toward the Place de la Republique. Soon the streets were choked by a vast mob, and the police reserves were called out to disperse it. The parade, however, assembled again and several of the more violent demonstrators were arrested.

The newspapers of Paris are devoting great space to the Solleilant case. Many of them loudly condemn the failure of President Fallieres to permit the law to take its course and all of them agree that the commutation of this sentence signifies the passing forever of the guillotine from France. Some of the journals express the opinion that the escape of Solleilant from the guillotine only places a premium on the crime.

The entire question of crime will be taken up at the approaching session of parliament, especially as Paris and other large cities are becoming alarmingly infested with another type of criminal, known as "The Apache," who in the secluded sections almost daily maim and rob and sometimes murder their victims. Their weapon always is the knife, and, gathering in hands, they often violently stab pedestrians and frequently policemen merely for the sake of stabbing.

M. Tomye, director of the Paris police declared that his force was entirely insufficient to cope with the situation. He recommended the adoption of corporal punishment for law breakers as an offset to comfortable and inviting prisons.

SAYS HE'S TOO GOOD A DEMOCRAT TO DIE

Grover Cleveland Arrives in Princeton and Seems Quite Well Aside From His Gout—Former President's Nurse Says He is Becoming Real Healthy.

Princeton, N. J., Sept. 16.—"I'm too good a Democrat to be killed off yet."

Former President Grover Cleveland stepped from his carriage in front of his home in Princeton today, uttered a little "Ouch!" at a toe-twinge from his old antagonist, the gout, and then squared himself smilingly to give the lie to the report that he is incurably ill.

"It's true that the gout is always with me," he added, "and I have not yet fully recovered from the indignation that attacked me last June. I have lost about 30 pounds also because the gout won't let me exercise as I would like. But reports of my imminent demise are greatly exaggerated. As a matter of fact, I am feeling first rate. The indignation is clearing away. I am putting on pounds again. I think that even the gout is better. That I am not incurably ill you may judge from the fact that Mrs. Cleveland and the children have been in the New Hampshire mountains for a week."

The nurse who has been caring for the former President since his attack last June says she does not see much use for her there any longer.

"Mr. Cleveland is getting to be really healthy," she said, "and you can't put too much emphasis in that statement to make it true."

Neighbors say he drives out every

AMERICA'S ICE BOUND REGIONS DESCRIBED

Christiana, Sept. 16.—The literature of the Polar world has just been enriched by the publication of the first part of Captain Ronald Amundsen's book entitled "The Northwest Passage." It promises to be an important contribution, descriptive of the ice-bound regions of America. It is richly illustrated by famous artists, and contains several original poems.

Milk, 5c per quart of the Pure Milk Company.

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